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CONTENTS

PART I.	PAGES	PART IV—SECTION 1-A.	PAGES
IMPORTANT GOVERNMENT ORDERS.—		BILLS INTRODUCED IN THE CENTRAL LEGISLATURE WHICH IF ENACTED WILL APPLY TO MYSORE AND THE REPORTS OF SELECT COMMITTEES IF ANY, THEREON	...
Revives the post of Superintendent of Revenue Survey and Land Records	131	PART IV—SECTION 1-B.	
Issues certain instructions regarding the observance of the Tree Planting Day on His Highness' Birthday and Independence Day	131—132	ACTS OF THE CENTRAL LEGISLATURE AND ORDINANCES OF THE GOVERNOR-GENERAL WHICH APPLY TO MYSORE	...
Directs the change of name of the Town and Taluk of Bowringpet in Kolar District to "Bangarapet"	133	PART IV—SECTION 1-C.	
Directs that the privilege of electing a Non-Official President from among the Municipal Councillors be conferred on the Channarayana Minor Municipal Council, Hassan District	133	NOTIFICATIONS, RULES, ORDERS, ETC ISSUED UNDER CENTRAL ACTS AND ORDINANCES WHICH APPLY TO MYSORE	17
Reviews the Administration Report of the Railway Department for the year 1947-48	133—134	PART IV—SECTION 2-A.	
PART II.		BILLS, SELECT COMMITTEE REPORTS, IF ANY, THEREON AND ACTS OF MYSORE	...
APPOINTMENTS, POSTINGS, TRANSFERS, POWERS, LEAVE, ETC.	61	PART IV—SECTION 2-B.	
PART III—SECTION 1.		NOTIFICATIONS, RULES AND ORDERS ISSUED UNDER MYSORE ACTS	23—26
NOTIFICATIONS BY GOVERNMENT	489—515	PART V.	
PART III—SECTION 2.		SEASON REPORT, STATEMENT OF PRICES CURRENT, ETC.	139—142
NOTIFICATIONS BY HEADS OF DEPARTMENTS	531—547	PART VI.	
PART III—SECTION 3.		PUBLIC AND PRIVATE ADVERTISEMENTS	731—755
NOTIFICATIONS RELATING TO LOCAL SELF-GOVERNMENT	61—64		

PART I

IMPORTANT GOVERNMENT ORDERS

CHIEF SECRETARIAT

Revives the post of Superintendent of Revenue Survey and Land Records.

READ—

Government Order No. 6537-42—C.B. 253-47-1, dated 8th March 1948, placing the Department of Settlement and Land Records in charge of a Senior Officer under the designation of Commissioner for Settlement and Land Records.

ORDER No. 55-150—C.B. 21-49-1, DATED BANGALORE,
THE 4TH JULY 1949.

Government are pleased to direct that the Department of Settlement and Land Records be placed under the administrative control of the Revenue Commissioner who will be designated "Ex-officio Commissioner of Land Records", and

that an officer of the grade of a Deputy Commissioner be placed in immediate charge of the Department as "Superintendent of Revenue Survey and Land Records". The latter officer will exercise the powers and perform the duties assigned to the Superintendent of Survey under the Land Revenue Code.

Separate orders will issue regarding the officer to be posted as "Superintendent of Revenue Survey and Land Records".

K. SRINIVASAN, Chief Secy.

REVENUE SECRETARIAT

Issues certain instructions regarding the observance of the Tree Planting Day on His Highness' Birthday and Independence Day.

READ—

Government Order No. R. 8100-7—R.M. 18-29-29, dated 28th June 1930, issuing certain instructions for the planting, rearing and maintenance of avenue trees in respect of certain roads.

2. Government Order No. R. 3774-85—L.R. 229-44-4, dated 12th December 1945, issuing certain instructions, regarding the planting and rearing of avenue trees, to the Revenue Officers.

3. Correspondence ending with letter No. R.D. R-4—C. 10-4702, of 1948-49, dated 22nd April 1949, from the Revenue Commissioner in Mysore, Bangalore, requesting orders of Government re the observance of 'Tree Planting Day' in the State.

4. Un-official Note of even number, dated 11th June 1949, from the above officer, on the same subject.

ORDER No. R. 264-80—L.R. 547-48-2, DATED
BANGALORE, 12TH JULY 1949.

The need for planting trees on the road side, parks and formation of topes has been recognised from a very long time and Government have issued several orders from time to time not only in regard to the planting of trees but also regarding

their maintenance. The importance of planting and maintenance of tree has been impressed upon the local officers of both the Revenue and Public Works Departments quite often and there is also a provision for granting sannads to people who plant avenue trees and maintain them in proper condition. The right over the usufructs of the trees has also been conceded to them.

2. The Government of India have laid stress on the imperative need for undertaking a systematic tree planting drive during a prescribed period and particularly on days like the Independence Day, etc.

3. The Revenue Commissioner in Mysore, who was consulted in the matter, has reported in consultation with the Chief Conservator of Forests, Commissioner for Rural Development, Director of Agriculture, and the Superintendent of Horticulture that it is very desirable to have a tree planting drive as envisaged above in Rural and Urban areas all over the State and suggests that the period of such a campaign may be fixed from 1st July till the 15th August (inclusive) when most parts in the State get rains, and during which period the ceremonial occasions like the Birthday of His Highness and the Independence Day occur.

4. He has further reported that the Chief Conservator of Forests and Superintendent of Government Gardens have agreed to supply one lakh of seedlings each, and that the Chief Conservator of Forests is agreeable to supply necessary materials to provide tree guards. The Commissioner for Rural Development is agreeable to arrange for intensive propaganda and publicity. Sanction is sought for an allotment of Rs. 10,000 for the work connected with this tree planting drive.

5. Government consider that tree planting is a very important matter, and that immediate action is called for in this direction throughout the State in Municipalities, in Sanitary and Town Boards and in Village Panchayets, etc. They are, therefore, pleased to sanction a sum of Rs. 10,000 for expenditure connected with work from the Budget grants under "28-B. Rural Development Department 5. Works outlay (c) Other Works"; and place the same at the disposal of the Revenue Commissioner who is requested to distribute the same among the Districts in consultation with the Rural Development Commissioner. The following instructions are also issued in this behalf:—

(1) Intensive tree planting drive should start immediately and continue till the end of August, special programmes being arranged on the 16th July 1949 and 15th August 1949, maximum number of trees being planted on those days.

(2) Pits should be dug wherever necessary well in time and plants kept in readiness.

(3) (a) Fruit, manure yielding and fuel trees should be planted all along the roads including approach roads and village roads, (b) vacant places, (c) burial grounds, (d) compounds of Village Panchayet halls and Government buildings in municipal and rural areas.

(4) Land owners should be induced to plant trees on their own lands and the Village Panchayets in the respective panchayet areas.

(5) The Deputy Commissioners of Districts are requested to make the tree planting drive a success through the District and Taluk Rural Development Committees. Necessary instructions may be issued to the Chairmen of these Committees and to Village Panchayet Chairman.

(6) Arrangements may be made by the Executive Engineers for the effective maintenance of trees planted along the roads and compounds of Government buildings through the contractors of Annual Repair Works. Necessary instructions in this behalf may be issued to the Executive Engineers by the Chief Engineer for Irrigation and the Chief Engineer for Roads and Buildings.

(7) The Superintendent of Government Gardens and the Chief Conservator of Forests are requested to arrange for the supply of seedlings and plants on indents from the Deputy Commissioners and Executive Engineers and the materials for the guards may be arranged to be supplied by the Chief Conservator of Forests.

(8) The Commissioner for Rural Development will take necessary measures for propaganda work on a large scale for popularising this drive and creating an incentive in this direction all over the State.

(9) The Deputy Commissioners of Districts are requested to forward progress reports to Government through the Revenue Commissioner regarding the number of trees planted (a) in rural areas, and (b) in urban areas periodically; but the first reports of progress may be sent immediately after the 15th July 1949, and 15th August 1949. These may be followed up by periodical reports as under the rules.

SYED ABDUL ALEEM,

Secretary to Government,
Revenue Department

Directs the change of name of the Town and Taluk of Bowringpet in Kolar District to "Bangarapet".

READ—

Correspondence ending with letter No. C. 10-593-48-49, dated 25th October 1948, from the Revenue Commissioner in Mysore, recommending that, in the circumstances stated, the name of the Town and Taluk of Bowringpet in Kolar District, may be changed to "SUARNAPURA".

2. Un-official Note No. S. 101, dated 17th November 1948, from the Commissioner for Settlement and Land Records in Mysore, furnishing his remarks on the above proposal of the Revenue Commissioner.

ORDER No. R. 11796-305—R.M. 197-48-5, DATED BANGALORE,
THE 30TH JUNE 1949.

Government are pleased to direct that the name of the Town and Taluk of Bowringpet be changed to "BANGARAPET".

SYED ABDUL ALEEM, *Rev. Secy.*

GENERAL SECRETARIAT

Directs that the privilege of electing a Non-Official President from among the Municipal Councillors be conferred on the Chennarayapatna Minor Municipal Council, Hassan District.

READ—

Letter No. Ml. C. 2397-48-49 dated 1st June 1949, from the Deputy Commissioner, Hassan District, recommending sanction under Section 10 (2) (c) of the Mysore Minor Municipalities Act, 1933, to the conferment on the Chennarayapatna Minor Municipal Council of the privilege of electing its 'own Non-Official' President from among the Councillors.

ORDER No. L. 61-2—M.L. 117-48-5, DATED BANGALORE,
THE 2nd JULY 1949.

Under Section 10 (2) (c) of the Mysore Minor Municipalities Act, 1933, Government are pleased to direct that the privilege of electing a President from among its Councillors be conferred on the Chennarayapatna Minor Municipal Council, Hassan District.

The Deputy Commissioner, Hassan District, is requested to take necessary further action in accordance with the rules prescribed in this behalf and report the result to Government.

MIR SAFDAR HUSSAIN, *Genl. Secy.*

RAILWAY SECRETARIAT

Reviews the Administration Report of the Railway Department for the year 1947-48.

READ—

Letter No. A. 1151, dated 14th December 1948, from the General Manager, Mysore State Railway, submitting the Administration Report of the Railway Department for the year 1947-48.

ORDER No. R.S. 87-171—RY. 81-46-5, DATED BANGALORE,
THE 5TH JULY 1949.

1. Recorded.

2. *Administration.*—Sri M. Venkatesh, B.E., A.M.I. Mech. E., A.M.I. Loco. E., General Manager, went on leave preparatory to retirement from the 24th December 1947 and was succeeded by Sri R. Ramakrishna, M.Sc., E.E. (Wis.), M.A.I.E.E., as General Manager from the 15th February 1948 and during the short interval between the 24th December 1947 and the 15th February 1948, Sri R. N. Mirza, Additional Director of Food Supplies (Transport) was placed in additional charge of the duties of the General Manager.

Sri M. A. Ramanujam, B.A., C.E., M.I.E., was succeeded by Sri C. Narayanaswami Setty, B.E., A.M.I.E. (Ind.), as Officiating Chief Engineer on the 1st January 1948.

A separate Watch and Ward Department was newly constituted to check thefts and pilferages of railway materials at railway stations and goods sheds and Sri B. Bhogappa, Assistant Superintendent of Police, was posted as Watch and Ward Officer from the 10th December 1947.

3. *Open Lines.*—The total mileage open lines owned by the State and the District Boards was the same as last year viz., 757.75, of which 9.83 miles comprise the broad gauge line of Kolar Gold Fields Branch Railway, worked by the Madras and Southern Mahratta Railway.

4. *Financial Results.*—The total capital invested on all the State lines to the end of the year was Rs. 742.06 lakhs, the capital outlay during the year being Rs. 20.46 lakhs. The gross earnings of all the State lines were Rs. 177.91 lakhs and were less by Rs. 21.50 lakhs compared with 1946-47. The decrease in earnings was mainly due to railwaymen's strike from the 6th September 1947 to the 9th October 1947

which led to a suspension of traffic during that period and dislocation for sometime even after working was resumed. The following other reasons have also been attributed to the decrease in gross earnings :—

(i) Accountant and adjustment of all arrears of foreign traffic up to the 14th August 1947 due to settlement of claims of pre-partition accounts of all railways in India;

(ii) Adjustment of credits due to foreign railways under Goods Traffic which were not apportioned previously due to late or non-receipt of returns.

The working expenses including the contribution to the depreciation fund amounted to Rs. 144.31 lakhs, and the surplus profit and guaranteed interest amounted to Rs. 0.74 lakh. The net revenue to Government amounted to Rs. 32.86 lakhs, as compared with Rs. 59.60 lakhs in 1946-47. There was a decrease in gross and net revenues by Rs. 21.50 lakhs and Rs. 26.74 lakhs, respectively, in 1947-48 as compared with 1946-47, resulting in a decrease from 8.26 per cent to 4.43 per cent in the percentage of return during the year, exclusive of interest charges.

It is, however, to be said that 1946-47 figures taken for comparison are based on the figures furnished by the General Manager in his last Administration Report and not on the comparative figures of 1946-47 submitted along with the present report. There is variation between these two figures and the reason for these variations has not been explained by him. In the absence of any explanation, the previous approved figures have been considered for comparative purposes.

5. *Lines worked by the Madras and Southern Mahratta Railway.*—The gross earnings of the Kolar Gold Fields Railway worked by the Madras and Southern Mahratta Railway were 2.89 lakhs as compared with Rs. 2.34 lakhs of 1946-47. The working expenses including contribution towards depreciation fund amounted to Rs. 2.10 lakhs as against Rs. 2.01 lakhs of 1946-47, leaving a net receipt of Rs. .79 lakh as against Rs. .83 lakh of 1946-47, exclusive of interest charges.

6. *Depreciation Fund.*—The opening balance of the depreciation fund was Rs. 193.58 lakhs. The contribution made to the fund during the year amounted to Rs. 30.08 lakhs. The expenditure met out of the fund during the year was Rs. 7.58 lakhs and the amount of credit at the depreciation fund at the end of the year 1947-48 was Rs. 216.08 lakhs.

Though a budget provision of Rs. 42 lakhs had been made for expenditure on depreciation works, the amount actually spent was Rs. 7.58 lakhs. Efforts should be made to work out the programme of works in full, in future.

7. *Comparison of Mysore State Railway figures with Indian Government Railway figures.*—From Statement 'A' of comparative figures, it would be seen that capital at charge on the Mysore State Railway in 1947-48 has increased by 11.4 per cent over 1938-39 while on Indian Government Railways, the increase is only 7.0 per cent. It is necessary that capital at charge is maintained low and only necessary, remunerative and works of statutory obligations are undertaken.

The percentage of net earnings to capital at charge has varied from 3.58 per cent in 1938-39 to 4.43 per cent in 1947-48. The percentage for 1947-48 would have been better but for railway strike. The corresponding figure on Indian Government Railways is 4.01 per cent in 1938-39 and 3.92 per cent in 1946-47; the Railway Board figure for 1947-48 is not available. The maximum percentage reached on the Mysore State Railway is 11.19 in 1943-44 and on Indian Government Railways 9.81 in the same year. The average percentage of net earnings to capital at charge for last 10 years ending 1947-48 is 6.069 on the Mysore State Railway compared with 6.687 on the Indian Government Railways. The average percentage of working expenses to gross earnings for last ten years ending 1947-48 is 69.16 on the Mysore State Railway compared with 65.93 on Indian Government Railways. The average performances work out better on Indian Government Railways than on the Mysore State Railway. The Administration should keep a careful watch on the capital expenditure and working expenses.

8. *Stores.*—The value of stock of stores at the beginning of the year was Rs. 24.38 lakhs. Stores of the value of Rs. 37.99 lakhs was received and Rs. 33.45 lakhs issued during the year. The value of stores at the end of the year was Rs. 28.92 lakhs. From Statement 'B' it would be seen

that the stores balance has increased from 4'95 lakhs in 1938-39 to 24'38 lakhs in 1947-48, i.e., the increase over 1938-39 is 400 per cent in 1947-48. It is necessary that the General Manager should go into the question immediately and take suitable action to bring down the stores balance. He must take extra care to see that the stores actually needed are bought and that the stores issued are actually used or properly accounted for. The Stores Section needs careful supervision.

9. *Train Services.*—The number of trains remained the same. There was no improvement in the speed of passenger trains. There was slight improvement in the punctuality of trains.

10. *Volume of Traffic handled.*—The number of passengers carried in 1947-48 was 18,455,292 when compared with 18,617,455 of 1946-47. Even the freight-tons carried and coaching and goods train miles were less in 1947-48 when compared with 1946-47 figures. The number of locomotives were practically the same when the volume of traffic was less. There was no reason for refusing power for running extra trains on several sections for which there was considerable agitation.

11. *Other Relevant Operational Statistics.*—(a) Goods train miles per train engine hour on metre gauge was 8'78 as compared with 8'51 of 1946-47. The corresponding figure for all-India metre gauge railways was 9'72 for 1946-47 (the figure for 1947-48 is not available). The performance on this railway needs improvement.

(b) *Goods Train Loads.*—The percentage of loaded wagons to total wagons per train worked out to 80'7 in 1947-48 as compared with 81'5 in 1946-47. There was increase in haulage of empty wagons which should be minimised. Compared with all-India metre gauge railways figure of 73'3 in 1946-47 this railway's performance is better.

Net freight ton moved per metre gauge train is 126 for 1947-48 compared with 115 of 1946-47. There was improvement in freight load per train during 1947-48, but this is far behind the average figure of all-India metre gauge trains which was 170 in 1946-47 and hence a considerable improvement is required.

There was improvement in gross weight in tons per train in 1947-48 including weight of engine and also excluding weight of engine compared with figures of previous year. These figures 356 and 276, respectively, for 1947-48 are very much less compared with all India average figures 424 and 358 in 1946-47 and therefore needs considerable improvement in forming and arranging trains. It is necessary that available power is utilised to best advantage in moving loads.

Net ton miles per goods locomotive day on lines were 7,746 in 1947-48 when compared with 7,659 in 1946-47. There is improvement and the performance is better than all India average figure 6,294 for 1946-47. In 1945-46, net ton miles per goods locomotive day on line were 10,107 and it is not clear why the performance deteriorated from 1945-46 onwards. It is necessary to regain the old performance. Net ton-miles per goods locomotive day in use were 11,133 in 1947-48 as compared with 9,748 in 1946-47 and there was improvement.

Wagon-miles per wagon day deteriorated from 33 in 1946-47 to 31 in 1947-48. This figure is of fundamental importance and gives an idea of utilisation of wagons. It is interesting to note that the figure for the Nizam State Railway for 1946-47 was 51'4 and efforts should be made to reach this efficiency on our railway. Net ton miles per wagon day also deteriorated from 199 in 1946-47 to 181 in 1947-48. The figure for the Nizam State Railway for 1946-47 was 328.

(c) *Locomotive Performance.*—Locomotive performance has not been dealt with in the Administration Report. From the perusal of the Railway Adviser's notes 20, 21 and 22, it is apparent that considerable improvement is needed in this direction and every effort made to improve the efficiency including ruthless economy in coal consumption.

12. *Accidents.*—There were no serious accidents during the year under report.

13. *Commercial.*—Passenger fares were enhanced with effect from the 1st January 1948, in consonance with rates introduced by the Railway Board. A large number of station-to-station rates were examined and dead rates were cancelled.

There was no increase in the number of out-agencies.

The balance of unsettled claims at the commencement of the year was 3,546. During the year, a total number of

12,257 cases as against 10,325 of the previous year were registered out of which 7,039 developed into monetary claims. The classification into potential (tracing cases) and regular (monetary claims) had been adopted from 1947-48. The total number of claims settled during the year was 9,832 as against 12,099 during the previous year. The balance outstanding at the end of the year was 5,971 as against 3,546 of 1946-47. There was no improvement. The average time taken for settlement of claims was 109 in 1947-48 as compared with 120 in 1946-47. The improvement in duration of disposal of claims is very slight and efforts should be made to cut down the duration by 50 per cent.

14. *Development Works.*—Orders for locomotives, coaching under-frames, and wagons have been placed. Teakwood sleepers on order were being received. Work on remodelling of the station buildings and yards at Chickajalur, Kadur, Davangere and Arsikere was in good progress.

15. *Local Advisory Committee Meeting.*—One meeting of the Local Advisory Committee was held during the year. Among the several important subjects discussed during the year were :—

- (a) Opening of separate booking windows for ladies ;
- (b) Prevention of ticketless travel ;
- (c) Cleanliness of carriages and replacement of missing fittings in coaches ;
- (d) Avoidance of overcrowding in trains ;
- (e) Punctuality of passenger trains.

Most of the suggestions made by the Committee were being given the necessary attention.

16. *Inspection by the Government Inspector of Railways.*—The annual inspection of two sections, viz., Bangalore-Mysore-Chamarajanagar and Bangalore-Bowringpet (Narrow Gauge) of the railway system was made by the Government Inspector of Railways during January and March 1948, respectively.

17. *Relief to Employees.*—The scales of pay of the non-gazetted employees of the Railway were revised twice by Government during the year, i.e., on the 4th September 1947 and on the 16th January 1948. The pay of all daily-rated men was also placed on monthly basis. The minimum basic wage exclusive of Dearness Allowance was fixed at Rs. 25 for unskilled and at Rs. 40 for skilled and ministerial staff. Opportunity was taken to simplify the grades of the several categories of staff.

18. *Railway Strike.*—On the 7th September 1947, most of the non-gazetted employees of the Railway went on strike which continued for 33 days. The reduction of railway revenue due to the strike has been estimated at Rs. 17 lakhs.

19. *Meeting of Officers.*—With a view to discuss current problems, minimise correspondence and avoid delays in the disposal of official business, weekly meetings of the General Manager with the Heads of Departments were being held.

20. *Amenities to Staff.*—A number of quarters were constructed for staff besides improving the existing quarters.

21. *Additional Facilities to Passengers.*—A number of refreshment rooms, waiting rooms, covered sheds to platforms and extension of platforms were constructed for convenience of passengers.

22. *General.*—The conditions of stress and strain continued and with the available power and stock and in spite of bottlenecks at Bangalore City, Mysore, Arsikere and Bhadravati due to insufficient yard accommodation, the work of the department continued to be satisfactory.

Punctuality and speed of trains should be considerably improved. Wagon usage and turn-round continued to be comparatively poor and requires improvement. The locomotive usage is poor and the number of failures should be minimised. The repairs of locomotives are not to the satisfaction and considerable improvement should be effected in shopping out locomotives both in number and quality. Steps should be taken to overtake heavy accumulated repairs of locomotives and renewal of arrears. Action should be taken to improve stores organisation. The settlement of claims is slow and the number of claims is increasing. Arrangements should be made to minimise time in settlement of claims as well as in the number of claims. Better arrangements should be made to avoid pilferages and thefts and incidentally thereby minimise the number of claims. Government are earnestly of the opinion that all these and other important matter will receive immediate attention and action taken to improve the utility and efficiency of the Mysore State Railway.